



THE HIGHWAY



VOLUME 1 — NO. 6

TRENTON, NEW JERSEY

JANUARY, 1943

Merit Certificates Awarded To Three At Xmas Ceremony

In a setting of evergreens and candlelight, employees from the Trenton office and Fernwood gathered to pay respect to the 319 of their fellows who are now serving in the Armed Forces of the United States, and to signally honor three others for distinguished service rendered to the State Highway Department.

The ceremony opened with the singing of "America" after which Commissioner Miller addressed the large assemblage. He told of the sacrifices that were being made by Highwaymen in every part of the earth, in camps and on the battlelines from Iceland to the South Pacific. A most impressive moment came when the Commissioner read excerpts from letters sent by these men; letters in which they spoke to a man of the desire to carry this war to a successful conclusion, come what may; crisp sentences full of fight and determination; nostalgic sentences conveying Christmas greetings to fellow employees still carrying on on the "home front."

To this latter group, fortunate enough to remain in their peacetime pursuits, Commissioner Miller said, "We owe these men of ours, who have left their homes and jobs to go forth into battle, every cooperation and support. For them we must **SAVE — SERVE — SACRIFICE**, until final victory is won. We must show them that we are with them, that we are at home have a big job to do. We must not fail."

Following this portion of the program, the first Certificates of Merit ever to be bestowed upon Highway employees were awarded to John M. Willett, Arthur J. Lichtenberg and Kennard Coulter. The first of these awards was made to Lichtenberg, who in the words of the Commissioner, "not only has made it possible through his suggestion of the Certificate of Merit for others to be suitably recognized, but has placed before me many other valuable suggestions, each of which might well increase the efficiency of the Highway Department."

The second award was presented to Willett in recognition of his prompt action in saving the lives of four occupants of a speeding car at Cheesecake Creek. In speaking of the performance of the seventy-seven year old Bridge-tender on this occasion, Commissioner Miller said, "By your action you have not only brought great credit to yourself but to the entire Department. Tomorrow four persons will be enabled to celebrate Christmas because you acted with extreme presence of mind in this emergency."

By coincidence the third Certificate of Merit also went to a Bridge-tender. This time, in contrast to the age and length of service of Willett, a young man, Kennard Coulter, who has been with the Highway Department a comparatively short time, was the recipient. Commissioner Miller congratulated Coulter upon saving the life of a woman who attempted suicide by leaping from the Maurice River Bridge at Millville.

In addition to the Commissioner's address and the awarding of the Certificates of Merit, the program included the singing of several Christmas carols by the entire group under the leadership of Bill Kirk. Instrumental accompaniment was furnished by the Fernwood instrumental quartet composed of Adolph DeRemigis, Donald Torini, Al Getz and George Kutch. Lee Grover did his usual fine job in the role of master of ceremonies.

Decorations for the occasion, including huge Christmas trees and wreaths of holly and evergreens, were prepared and set up by R. S. Green's landscape crew.

VETERAN EMPLOYEE REWARDED FOR OUTSTANDING SERVICE



Commissioner Miller is shown presenting to John M. Willett his Certificate of Merit at the Christmas Eve exercises, held in the Board Room of the Highway Department in Trenton. Flanking the Commissioner are Arthur J. Lichtenberg left, and Kennard Coulter, right, who also received similar awards. Mr. E. V. Connett stands in the background.

No 'Special' Cases Leave Of Absence Committee States

In the September issue of THE HIGHWAY an article appeared under the head, "Some Facts About Leaves of Absence." In this article every effort was made to clearly present the conditions under which leaves of absence might be obtained. Since that time one has obtained a leave on any other grounds than those originally stated and it is well to add that no one will, regardless of the many rumors which have been circulated to the contrary.

To be sure of this we contacted Mr. Connett and he assures us that there have been no exceptions. The following are originally laid down, remain the only categories under which leaves can be granted:

1. Entry into the Armed Forces of the United States.
2. Employment by either the War or Navy Departments of the Federal Government. (This means being actually on the payrolls of these Departments.)
3. Where a prospective employer is engaged in vital war work and wishes to borrow the technical services of a Highway employee and where such employer is unable to obtain such services elsewhere.
4. Where the prospective employer is engaged in work essential to the war effort and where failure to secure the services of a particular Highway employee will seriously inconvenience the war effort.

In classes 3 and 4 it is necessary for the prospective employer to convince the Committee appointed by Commissioner Miller and composed of C. F. Bedwell, E. V. Connett and A. W. Muir that the employee is indispensable and that the work to which this man will be assigned is more than ordinarily useful to the war effort of the nation.

Read the four classifications under which leaves will be granted and then read them again. If you come under one of these classes you will get your leave and so will anyone else. Conversely, if you don't fall into one of these categories you will not get a leave and neither will the other fellow.

It is impossible to say who circulates these rumors which purport to show that someone obtained a leave under conditions different from those outlined. No one has and no one will. Each of you have equal rights under this ruling and all will be protected in those rights. No special privileges will be granted.

"In Brave Company"

"We Americans are in good brave company in this war, and we are playing our own, honorable part in the vast common effort."

"As the spokesmen for the United States government, you and I take off our hats to those responsible for our American production — to the owners, managers and supervisors, to the draftsmen and engineers, to the workers — men and women — in factories and arsenals and ship yards and mines and mills and forests and railroads and highways."

When the President of the United States, in his address to the 78th Congress, mentioned those who are responsible for our highways last, I have no doubt that he does not consider them the least.

Elsewhere in our paper you will see a letter from a naval officer on the subject of the importance of what you and I and all of the members of the Highway Department are trying to accomplish for our country.

My Message to you in this issue of our paper is, 'Take heart and fight harder to do the job you have — whether you think it is important or not.' Every one of us adds our bit, large or small as it may be, in that 'Brave Company' which will bring peace and victory to a suffering world.

Spencer Miller, Jr.
Commissioner.

"AMERICA"

"Father of Every Race,
Giver of Every Grace,
Hear us we pray:
Let every land be free,
May all men brothers be,
All nations honor Thee,
Now and for aye."

Herman Harrell Horne
Suggested new verse for "America."

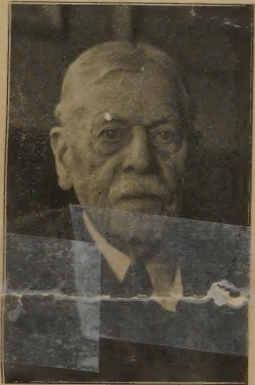
To you and all the other employees of the State Highway Department, a Happier New Year and a new opportunity for each one of us to serve the people of this State.

SPENCER MILLER, JR.,
State Highway Commissioner

"Dean" Meeker Looks Back On 42 Years of Service

Robert A. Meeker has often been referred to as the Dean of the State Highway Department, a tribute he richly deserves in view of his long and honorable service, which has extended over a period of forty-two years. In fact, he was somewhat of a veteran when the next oldest employees, Edward E. Reed and Frederick H. Baumann, came with us in 1909. During this span of years Mr. Meeker has seen the highway system of New Jersey develop from a small network of wagon roads to its present prominent position.

Born on September 25th, 1854 and graduated from Rutgers as a civil engineer in 1875, Bob Meeker remembers the entire Civil War. He recalls how as a small boy he tried to join the Union army as a drummer boy and how his mother destroyed his drum to discourage his military ambitions.



Upon receiving his diploma he followed the advice of Horace Greely to go West and for a period of eight years he worked for the Federal Government in Arizona as a surveyor. This was at the time of the Indian uprisings.

Following this interval, during which he served with the famous Texas Rangers, Mr. Meeker returned to private engineering practice in New Jersey. In 1888 he undertook the task of laying out the road system of Union County.

About this time the bicycle craze was hitting America and the demand for better roads increased. In 1890 these cycling enthusiasts marched on the state capital and tried to impress the legislature with the need for proper road legislation. Failing in this they returned the next year to renew their demands. This time they were reinforced by the farmers who had by now realized the importance of adequate highways. This joint action resulted in the passing of an act whereby the president of the State Board of Agriculture was given the added duties of Public Roads Commissioner.

Within a year it became apparent that no one man could handle both jobs so in 1892 an act was passed creating a separate position of Road Commissioner. During the period of the gay nineties, however, little was accomplished in giving New Jersey the type of roads desired.

In 1900 Mr. Meeker came to the Highway Department with the title of State Supervisor of Public Roads and began the task of coordinating the many separate systems of highways then in existence throughout the State. He remained in that capacity until 1913 when his title was changed to State Highway Engineer, a position he filled until 1918. As such he was the first to hold this title. Later in that year Mr. Meeker resigned and once more entered private business. He returned to the Department in 1920 as Engineer in Charge of Right-of-Way.

Bob Meeker tells many interesting stories.
(Continued on Page 3)

THE HIGHWAY

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WHAT THE NAVY THINKS

The following letter is being published without comment because we feel that it tells a story far more eloquently than anything we might say:

NAVY DEPARTMENT

Office of Inspector of Naval Material
30 Church St., New York, N. Y.

December 30, 1942.

Dear Mr. Miller:

I believe your State Highway Department to be very valuable during the period in which our country is at War. While many of the jobs that your employees are now performing may seem trivial and unimportant to them, it is to be noted that without their whole-hearted cooperation our Naval activities may be slowed down and it is for this reason that I am writing you with the hope that you will impress all your employees with the fact that the performance of their job is as important as fighting on the Seven Seas.

Many of our jobs appear to be inconsequential, however, without all the small cogs of the machine functioning, our War effort is bound to be impaired, and at this time none of us could allow this to happen.

May I again take the privilege of thanking you for your cooperation and assistance that the greatest cooperation on everyone's part, be his job large or small, will be needed to continue our fight and bring Victory in the shortest possible time.

H. E. COOPER

Commander U. S. N. (Ret.)

Acting Inspector of Naval Material

Commissioner Spencer Miller, Jr.,
State Highway Commission
State House, Trenton, New Jersey.

Lincoln to Negotiate

Adrian C. Lincoln, Resident Engineer of the Montclair Office of Survey and Plans has been transferred to the Division of Appraisal and Negotiation as a temporary Right-of-Way Agent.

Before coming to the Highway Department in 1925 Lincoln, who studied engineering at Rutgers, worked for various steel mills and in the oil fields. First job with the Highway was on the Route 1 extension in Jersey City. After that he spent some time with the Metropolitan Division in Newark and since 1933 has been assigned to the Montclair office.

His long experience should prove of considerable value in his new work and THE HIGHWAY joins others in wishing him every success.

A Good Investment

In May 1941 a soft drink cooler was installed at Fernwood by obtaining subscriptions from a number of employees to finance the installation cost. It was decided at the outset that the profits from this enterprise were to go to a flower fund, for use in cases of sickness and death. So successful has the idea worked out, that not only have the original contributors been reimbursed for the \$250.00 the machine cost, but flowers in the amount of \$150.00 have been purchased to date. Here however, is the best part of the story—they have at the present time \$111.00 in the treasury. Much credit for the successful operation of this project goes to Larry Gore who has taken care of the machine and handled the finances since the outset. The rest of the boys really appreciate the job he has done.

NO CASUALTIES

Foreman Edward Hankin's bridge maintenance gang was repairing a bridge deck recently and had placed several empty steel drums along the job as a protection against traffic. As an added precaution a man with the customary red flag was stationed at the head of the line of drums.

With the stage thus set, they were proceeding with the work when a careless motorist whizzed past the flagman, knocked down several of the drums and finally came to a stop in the middle of the repair job as startled workmen scattered and ran for their lives.

Taking charge of the situation, Foreman Hankin approached the car. Before he had a chance to say anything, the irate motorist demanded to know what in h—l those blankety-blank drums were in the way for.

"Never mind the drums," said Hankin, "Didn't you see that man with the red flag?" To which the driver calmly replied, "Oh, the fellow with the flag, — I thought he was a hitch-hiker." Hm-m-m-m!!

ELECT OFFICERS

At a recent meeting of the Newark Chapter of the Engineering Association of the N. J. State Highway Department, the following officers were elected for the year 1943:

Robert Blanchard, Pres., Adrian Lincoln, 1st Vice-Pres., Morris Levy, 2nd Vice-Pres., D. M. LaPrete, Secretary, Ralph Perry, Treasurer.

SAVE — SERVE —
SACRIFICE

Highway Honor Roll

The following is the list of those entering the Armed Forces of the United States since the last issue of THE HIGHWAY.

TOTAL 319

Administration

Frank W. Lacomchick Army
Vincent Lanigan Navy
Louis J. Ulla Army

Construction

Foster L. Lance Army
Isaac W. Rogers Army

Electrical

Jerry Iannaccone Navy

Maintenance Division

Bozone, Victor Army
Cappiello, Michael Army
Clark, Edward Marine
Faherty, John L. Navy
Myers, George Army
Strycharz, Stanley Navy
Wilkinson, Lee Army

Real Estate

Norman F. Lister Navy
Lemuel F. Seale Army

News From the Boys In the Service

Private GEORGE GOELLER, 32364923, Co. I, 3rd Bn. 1st CWS T. Reg. Camp Sibert, Ala., in a recent letter to the boys in the Lab writes, "During a two day and one night bivouac, in the middle of the night, an officer released tear gas and shouted, 'Gas.' We all got up from a sound sleep in our pup tents and put on our gas masks at once. For me it was quite an experience being subjected to a gas attack in the middle of the night in a deep woods. Since Thanksgiving we have had three turkey dinners, with all the trimmings. We get a lot of pies but they are an older kind of pumpkin. It's so cold in Alabama that we wear two suits of underwear and two pairs of socks with our other clothes."

BOB REED, son of E. E. REED, has been transferred to Albany, Georgia, where he is now flying primary trainers. It won't be long now before Bob is at the controls of a P-38. His new address is AC Robert M. Reed, Flight D, Class 43-F, Darr Aero Tech, Albany, Ga.

The kid with the grin is CORNELIUS "NEIL" KENNEDY, formerly with Administration and now with the United States Marine Corps. Neil enlisted last January and since that time he has been stationed at many places throughout the country. At present his address is, Marine Barracks, Naval Air Station, Seattle, Wash. Neil recently was on furlough and paid the boys in the Trenton offices a welcome visit.

Capt. E. R. SHERBAUM sends the Season's Greetings along with his new address, which is as follows: Capt. E. R. Sherbaum, AO-102365, Engr. Utilities Det. H-2 APO 3405, c/o Postmaster New York City. He says, "On my way at last, destination unknown. Please put new APO address in next issue of THE HIGHWAY."

Private SHIKE LEVINE, Hq. Co. 304 Inf., 76th Div., Fort Meade, Md., also of the Electrical Division in a recent letter to Commissioner Miller writes, "I am grateful for your letter of December 7. It makes a soldier feel good to receive such encouragement from the head of a state department. For the past three months I have been editor of the weekly regimental newspaper and it appears as though I am to remain in that position for a long time."

Private ALBERT F. LYNCH, Co. H, Combat Team, Cape May Point, N. J., says he enjoys THE HIGHWAY very much and wishes to hear from some of his friends in the Electrical Division. He has just returned to camp following a short furlough.

Highway Department Civil Service News Results of Examinations

Electrical Engineer

1. James L. Hays 87.17; 2. Raymond L. ADEAR 78.30.

CERTIFICATIONS

Certifications Senior Guard

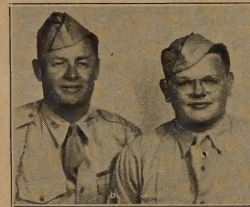
Guards
Jas. Henshall (V), William W. McCure, Joseph Buvel, Joseph Castranova, John E. Isherwood.
Clerk Typist
Joseph Picardi, Mary C. Massarotti.
Senior Draftsman
William J. Hurley, Oliver F. Lozier.
Stock Clerk
Frank W. O'Brien, Patrick Freeman.
Asst. Storekeeper
Joseph P. Carrigg, Joseph A. Thiel, Russell C. Cook.

Asst. Storekeeper (Records)

Lawrence Gore, William H. Jantz, Highway Equipment Inspector
Albert B. Baytel, John T. Rochford, Thomas A. Buis, Joseph H. Hayron, Walter W. Crane, Thomas P. Doell, Harry E. Dumar, John Smith, Harry E. Whitcomb, Ed. Artaserse, James H. Collins.
Garage Attendant
Thomas D'Arcy.
Stock Clerk
Marion Blakely, Norman McEwan, James J. Flavin, George Engennach.

EXAMINATIONS SCHEDULED

As we go to press there are no examinations scheduled for January. This does not mean that no examinations will be subsequently listed by the Civil Service Commission for this month.



The above photo was recently sent to Commissioner Miller by Mrs. Louise Mulrain, mother of CHRIS E. MULRAIN, Jr., of the Electrical Division who is now a corporal in the Air Corps. At present he is awaiting transfer to Officers Training School. Shown with Chris is his father, Captain Mulrain, who formerly worked for the Highway Department. Father and son recently met in California where the picture was taken.

PFC ANTHONY DESTEFANO

of Administration, paid a visit to the Trenton office recently and reported that he is stationed in New York City and is assigned to enlistment service at the Central Palace. Because he is anxious to see more action than his present assignment allows, he has made application for transfer to the Medical Corps.

R. A. HARRIS recently received a letter from RONALD CRAWFORD in which he stated that he was now a Captain and Staff Officer and is located in New Caledonia. Since Ronald censors his own mail he cannot at this time tell the many interesting stories he would like to. However he promises to save them until he returns. In the meantime, why not drop him a line. Capt. R. Crawford, O-335040 Hq. U.S.A., P.I.S.P.A. 811 Engr. Bn. (Avn) A.P.O. 502 Postmaster, San Francisco, Cal.

CORPORAL JOSEPH NORTON

of the 95 Base Hq. and Air Base Sq., Fort Dix, was one of the boys who dropped in just before Christmas and while he was making the rounds we took his picture. Joe is now looking forward to pilot school in the near future.

Likes Paper

CLARENCE A. CHUMAR, CM 3c USNR, 7th U. S. Naval Const. Bn. c/o Postmaster San Francisco, Highway Inspector from Projects sends the following: "After waiting ten weeks for mail, it was pleasant to receive a goodly supply around the first of October. I was very much pleased to find, among my share, a copy of the new publication, THE HIGHWAY. Being ten thousand miles from home, deep down in the southwest Pacific, just below the Equator, one feels very good to get reports from his former associates and learn what is going on back there."

"I was proud to see my name on the Honor Roll in the first issue. The idea of sending this grand publication to the homes . . . is an excellent one and I know all those receiving it feel the same as I do . . . We are building advance bases for the flying forces of our country and doing a good job. As soon as one base is completed we move

forward, nearer to Tokio, on the heels of the Japs.

"We are continually on the move, hence our mail service is poor, but it usually catches up with us, so keep THE HIGHWAY coming please."

Lieut. W. I. Fawcett, who is engaged in flying all types of navy ships around the country, writes that his new address is 744 Vernon Road, Columbus, Ohio. He adds that he would like to hear from some of the boys from time to time.

2nd Class Seaman JOSEPH RUSSO of the Mail Room and U. S. Coast Guard reports that he is stationed in Washington (no address given) and that he is assigned to the Patonac River patrol. This outfit works in small, high speed boats with a crew of four. Joe says he likes it but prefers the State Highway for year-around work.

Note to all Highwaymen now in the service: If you ever get in the vicinity of Trenton, make it a point to call on West State St., and let us take your picture and give us a story for THE HIGHWAY. If you can't make the trip, send us pictures of yourself so that they can be published. We really want them and all the other fellows would like to see how you look in uniform.

Projects Paragraphs

ELMER MEYER

A recent letter from John W. Thomas reveals the fact that he is now a first lieutenant in the Signal Corps. He is assigned to Chicago in charge of radio equipment procurement.

John formerly worked in the Projects' Office and was its second member to join the service.

The Army having claimed six Projects Traveling Inspectors it was necessary for the others to double up and to assign a couple of new men.

For several months now Charlie Hunt has been acting as Traveling Inspector for Middlesex and Ocean Counties. He's outside most of the time and can be found in the office only occasionally.

Jesse Brannin, of Franklinville, has taken charge of the work in Gloucester and Salem Counties for the duration.

Mr. Frank E. Harris recently announced that his son Earle had joined the Air Force and is in training at San Antonio, Texas.

Recently the offices of the Projects Division underwent a few changes.

Mr. E. E. Reed has moved into the room formerly occupied by Mr. Logan. His secretary, Miss Meskill, also moved with him.

The room thus left vacant by Mr. Reed has been occupied by the division's auditors, Ruhman, Hulfish, and Miss Harrison; while Miss Meskill's former office is now occupied by Cubberley and Meyer.

BUY BONDS

Bridge Briefs

A. J. LICHTENBERG

John J. Koffler relates some interesting experiences during the construction of the bridge on the access road to the U. S. Naval Supply Depot at Bayonne, which are indicative of the ups and downs met by our inspectors on most construction operations today. To complete the project within the required ninety working days meant expediting all operations. New structural steel could not be fabricated and delivered in spite of an excellent priority rating, due to numerical waiting in line. The used steel market yielded 31 beams in the Bronx, 2 beams in Trenton and 12 beams at the Edison Company's plant, being dismantled at New Village, N. J. This steel was finally fabricated in Long Island City and delivered to the job.

The freezing of lumber stock piles then threatened the firm building operation. Our AIE priority wasn't AA1 and, until Lieut. Commander Tonnerson interceded, lumber could not be obtained. The Navy agreed to release some of its lumber to the State and through a misunderstanding new lumber was loaded on trucks then unloaded and used lumber substituted for our use. Since this supply was not ample some of the new lumber was finally released, loaded in jig time and the 547 pieces of 2"x8"x16" disappeared from the stock pile and found places in the deck with the alacrity of an animated cartoon.

Five spans were completed in five weeks, the last pour being made on December 1st, which incidentally means that the bridge has been turned over to the Navy Department two weeks before the 90 day dead line.

PATRICK McCULLOUGH, Senior Bridge Inspector, writing on the subject of scrap metal and its part in the war effort states that "If we were geared to the emergency, emotionally, politically and militarily we would go out and gather in iron fences as the British are doing, and we would pull down from the pedestals the iron and bronze monstrosities which by courtesy are called monuments and send them to the blast furnaces. There are millions of iron steels in automobile grave yards, and millions more on the highways, but there is just one more kick in them, so we let production lag in our steel mills for the lack of material. The trouble is that our words are hot while our furnaces are cold. If we all meant business scrap metal would be hauled out pronto, the profiteer and the speculator would be nonexistent, we would take pocket knives out of every waistcoat pocket in the land, and the stays out of every girdle if necessary."

HARRY MUELLER, Senior Bridge Inspector on the Route 56 Beach Thorfare job, has a son VINCENT, now an executive officer with the Navy Torpedo Patrol and assigned to a P.T. boat. Last spring when assigned to the Merchant Marine, Vincent along with others, survived when his ship was torpedoed off the Florida coast.

KENNETH YATES, Resident Engineer also a Bridge Inspector on the Beach Thorfare job has four sons engaged in the war effort. Richard has been in the Army over two years and in Australia for ten months as an Air Corps mechanic. Kenneth P. has been teaching physics to reserve of ficer students at Ohio State University. Lewis is engaged in chemical work on T.N.T. in Ohio, and Theodore is employed in the Fleetwings Airplane Corp.

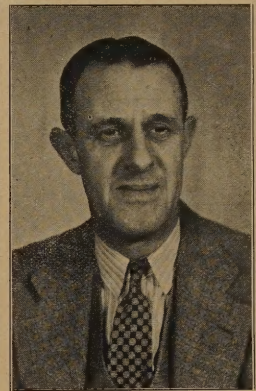
PAUL GABRENAS, Bridge Designer, returned to the office last month tanned to a walnut brown and looking better than ever after his four month leave for employment as a structural designer on a U. S. Army air base project near Havana, Cuba. Paul's interesting reminiscences include Cuban cigarettes at five cents a package, La Corona Perfectos at ten cents and good old Bacardi Rum at a song. Paul regretfully had to leave some of the latter behind to make weight requirements for the plane trip to Miami; and admitted that the Cuban 20 and 40 cent pieces were a source of constant embarrassment.

Hard Work Is Jemison's Hobby

MARVIN A. RILEY

Not so very long ago, a considerable portion of the population of these United States of America spent many of its leisure hours in the pursuit of "hobbies" — and not necessarily the kind that run at Belmont, either.

Now, in wartime, many of these traditional extra-curricular activities have, by law, order, or common consent, been considerably curtailed if not entirely eliminated. As a result, persons are finding themselves with time on their hands in spite of added commitments due to services with various branches of Civilian Defense and other war-related projects.



One member of the Auditing and Accounting Bureau will, however, be glad to recommend to those who fall in that category a program guaranteed to take care of the leisure time problem — but quickly!

For the past several months news items on page one of the Trenton newspapers frequently began: "Chairman Harold J. Jemison announced today, etc." and continued with the promulgation of some new order in connection with the rationing of gasoline, tires, sugar, coffee, fuel oil, or what have you, and the "Chairman Jemison" referred to is none other than "Jemmy." Marvin Howell's chief invoice scrutinizer for lo, these many years.

Jemison is Chairman of the Hamilton Township War Price and Rationing Board, a job with long hours any many "headaches," but no salary.

His daily schedule would very likely shame a great majority of his Highway co-workers who think they are busy. "Jemmy's" working day begins at 8:30 in the morning, when he opens up the Rationing Board office on Nottingham Way, takes in the daily sack full of mail, pushes up the thermostat so that the offices will be warm enough for his clerks to get some work done. (That's alright, its heated by coal.), and opens and sorts as much of the mail as time will allow before coming on into his office in the State House Annex by 9:15. On his way home after 5:30 he again stops at the Rationing office to straighten out some of the tangles that have developed during the day. If he is lucky, Jemison may sit down to his supper by 6:30 and spend the next hour eating, relaxing and getting re-acquainted with his family before going back to his rationing job, for the office is open for business two nights each week and the other nights are required to keep "caught up." It's the same story every Saturday and almost every Sunday.

During the rest of his leisure hours "Jemmy" finds time to serve — don't ask how — as Commissioner of Fire District No. 7, Hamilton Township, an elective position, and incidentally, to serve as Secretary to the Commission; to act as Treasurer of the Nottingham Building and Loan Association; and to be Treasurer of the Nottingham Hunting and Fishing Club.

How about it, Highwaymen? Do you still think you're so busy?

Automotive progress: 1916, No hand cranking; 1920, no top to put down; 1940, no running boards; 1941, no gear shifting; 1942, no tires; 1943, no cars!

Equipment Items

JAMES O'ROURKE

When passing out the orchids let's not forget TOM BROWN of the inspection forces. Tom has three boys in the thick of the fight, Tom, Jr., with the Army Engineers in Alaska, Eddie, with the Marines on Guadalcanal and Harry with the Navy somewhere at sea. Tom wonders what Uncle Sam wants from one family — he recently received his own questionnaire.

JOHN "Pop" McKEEVER, who served in the Navy in the last war, has two boys now with the Navy in the Pacific area. The younger of the two, John, Jr., enlisted in June and was sent almost immediately to the West Coast. Being so far away from home for the time prompted the kid to write a gloomy letter home. McKeever didn't act like that, thought Pop, so he dashed down to the corner store and purchased a box of lollypops which he sent to the boy along with a note which explained that babies loved them. The gift produced the desired results, namely, no more gloomy letters. Sometime later John, Jr., was on shore leave in Frisco and while walking down a main street chanced upon his brother who had been in the Navy for two years. They immediately took the town over in typical McKeever fashion.

MARION BLAKELY of the Stock Room had his pride subordinated recently by LARRY GORE of the same department. For sometime Blakely had been boasting about the contemplated visit of the stork to his home. This was to be the tenth visit, by the way. He was holding forth on the subject one day when without previous announcement Gore informed all present that he had just become the proud father of a son. It was not until three days later that the tenth child, also a boy, arrived at the Blakely household. Both mothers and babies are doing fine. We might add — so are the fathers. Congratulations.

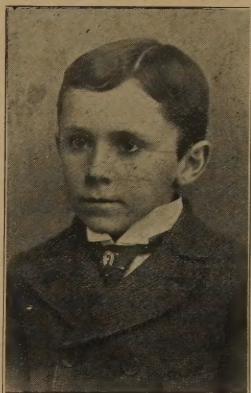
FRED BOULDEN, a real veteran of the Equipment Division and his wife are mighty proud of the showing their family is making in the present war. JACK, one of our own Highway boys has just sent word of his safe arrival in the South Pacific. FRED, Jr., is in the Medical Corps at Camp Robinson, Ark., and a daughter, GLADYS, recently enlisted in the WAVES and is now at Cedar Falls, Iowa, where she is receiving training. This is really battling 1000% in any league and we all wish them an early and safe return.

JOE THIEL received a letter from his son, who is now with the Marines, in which he states that they are really a hard boiled outfit. Young Joe is stationed at Parris Island, having been one of the Trenton contingent that left on November 10th.



Fernwood has more than its share of fishermen. One of the more famous members of this group is "Catfish" JOE SMITH, the blacksmith. His particular method of angling consists of throwing out a line and then attaching it to a tree. So that he may enjoy his favorite pastime of walking, while he fishes, Joe ties a bell on the line. Whenever he hears it ring, he runs back and pulls out his fish. Last summer, just to prove his versatility, Joe caught the above fish without walking — He was in a small boat.

In the Height of Fashion



Who would ever guess that the smartly dressed youth, resplendent in wingtip collar, horseshoe scarf pin and slicked down hair was Acting Asst. State Highway Engineer E. E. Reed as he looked back in the "gay nineties"? Even at that early age he seems to radiate the determination that was to carry him far in the field of highway engineering.

Born in Trenton on August 3rd, 1884, "Ed" Reed attended the public schools of that city and later studied drafting and surveying at the School of Industrial Arts. Upon graduation from this institution he gained valuable experience in the Engineering Departments of Mercer County and Trenton.

On July 1st, 1909 he entered the employ of the Department of Public Roads as Assistant Supervisor under Robert A. Meeker. This agency was to change its name to the State Highway Department at a later date, thus making "Ed" Reed our third oldest employee in point of service. He concedes seniority only to Mr. Meeker and Fred H. Baumann of the Laboratory.

In November 1912 Reed's title was changed to Division Engineer and he was assigned to the Central Jersey section, in charge of county road construction and maintenance. After six years of this work his title was again changed to Assistant State Highway Engineer and his duties enlarged to include supervision of the Maintenance and Equipment Divisions.

It was at this time that he was largely instrumental in organizing our snow removal methods. As one of the early issues of the "Highwayman" aptly said, "He is the father of snow removal."

In later years Mr. Reed has devoted his time to directing the State Aid program. As Projects Engineer he became one of the best known and best liked of public officials and it was with deep satisfaction that his hosts of friends learned that Commissioner Miller had recently appointed him to serve as Acting Assistant State Highway Engineer.

FLYING NOW

Lt. Robert C. Newman, of West Belmar, and the Cranbury Office of Survey and Plans, recently received his commission and wings in the Army Air Corps at Craig Field, Selma, Alabama.

Lieutenant Newman enlisted in the air forces January 1st, 1942, and was sent to Maxwell Field, Montgomery, Ala., for his pre-flight training. From there he went to Avon Park, Fla., for his primary training and was later sent to Greenville, Miss., where he received basic training. The final step in this strenuous conditioning took place at Craig Field where he specialized in advanced pursuit training.

His present assignment is at La Guardia Field, Long Island, where he is temporarily assigned with the American Air Lines. After a brief tenure there he will go to Rosecrans Field, St. Joseph, Mo.

Far From Home

As we go to press we learn that George McCann, 1st Lieutenant of Engineers, has arrived in the Near East after a 42 day voyage. His first reaction after looking the place over was, "Thank Heavens I'm an American."

Newark News

JIM DRISCOLL

Mr. and Mrs. John A. Whitehead, Jr. (Montclair Office) have announced the birth of a daughter, Linda Susanne, on November 26th. Jack, the proud father, after playing nursemaid for a week is back to work again with an air of importance. Congratulations.

Captain and Mrs. Walter L. Braybrooke dropped in the Upper Montclair Office recently. "Bray" has completed his training at Camp Clairborne, La., and will henceforth be assigned to Washington, D. C.

John Matchett, Senior Civil Engineer with Survey and Plans has been transferred from the South Amboy office to Upper Montclair.

Edwin C. Young, of the 845 Eng. Bn. Avn. H. Q. Geiger Field, Washington, is setting a fast pace for the other boys to follow. On October 1st he was made a Corporal, on October 15th, a Sergeant, and on November 1st a Staff Sergeant. (Nice going Eddie.) In a recent letter Sgt. Young relates that Arthur Andrews, of the Cranbury Office is back on duty at Geiger following an operation. Art is a Sergeant.

Sergeant Raymond H. Callahan and family were home on a ten day furlough early in December. Ray is stationed at Fort Bragg, North Carolina, where he instructs in Field Artillery.

Congratulations to "Captain Ronald Crawford." His many friends, particularly those in the Construction Division will be glad to hear of his recent promotion. Captain Crawford entered the service in May, 1941, and is now stationed in New Caledonia.

Charles Loveland while ill at Fort Belvoir, Va., attained "excellent" in marksmanship. Imagine what will happen to the Axis when Charlie fully recovers.

Former Comm. Sterner Marries Miss Smock

Miss Dorothy Smock became the bride of former State Highway Commissioner E. Donald Sterner on Saturday, January 2nd. The ceremony was performed by Rev. J. V. Moldenhawer, in the chapel of the First Presbyterian Church at Fifth Avenue and 12th Street, New York.

Lieut. Comdr. and Mrs. R. J. Abbott attended the couple. The bride's mother, Mrs. Edwin R. Smock and the mother of the bridegroom, Mrs. Willard J. Sterner, were the only guests.

After a brief honeymoon in New York the couple will make their home at Hemlock Hollow, Colts Neck, N. J.

To the former Commissioner and Mrs. Sterner, THE HIGHWAY extends best wishes.

"Bob" Meeker

(Continued from Page One)

ing stories of the "frontier" days of New Jersey's highway system and has recently been using many of these episodes of bygone days to highlight a history of the Highway Department on which he is now working. Many of the stories center around the bicycle inspection trips that were so common before the automobile. When the distance to be traveled was too great to use a bike, it was placed in the baggage car and the greater part of the journey made by train. At the station nearest the job the inspector mounted his self-propelled vehicle and proceeded to pedal to his destination. The hardships of such trips were compensated, in part, by the fact that fewer jobs were built in those days.

Until the present year an outstanding characteristic of this hearty octogenarian was his utter disdain for overcoats even in the coldest weather. Frailer folk soon circulated the rumor that Mr. Meeker wore fireman's red flannel underwear. We well remember the frigid day when impelled by insatiable curiosity, we asked him for confirmation of this fact. In response to our question he exhibited an undergarment of the shearest fabric, the sight of which made us feel colder than ever. No, Mr. Meeker just belongs to a tougher race. He is a holdover from the pioneer stock of another day.

Meet the Gang



This month we give you the Hightstown Maintenance crew of Foreman Fred Yannut. This experienced gang maintains Route 33 from the Pennsylvania R. R. overpass to Hightstown; Route 33 from Hightstown to Freehold and Route 25 from Windsor to Deans. By strange coincidence three of the oldest members of this group all came to work on April 1st, 1923. They are ranked in point of service only by the foreman, himself, who has been with the Department since 1920. The three veterans in question are John Davis, John Zerwick and Archie Perrine.

In the above photo, reading from left to right are, (standing) Fred Yannut, Foreman; Harry Bowker, Enos Hutchinson, Harvey Applegate and Harry Farnsworth. (Kneeling) Archie Perrine, John Zerwick, Elmer Thompson, John Davis and Edward A. Yannut.

Davis is a dog fancier and breeder. His specialty is Toy Fox Terriers and at the present time he has about twenty of these lively little dogs at home. Archie Perrine, the truck driver, has taken to smoking cigars since falling heir to the seat behind the steering wheel.

John Zerwick is the oldest man in the gang and boasts of 67 years. His hobby is gunning and all who know him respect his ability with a rifle or shotgun. He takes his annual vacation only in gunning season.

Harry Farnsworth operates the gang's grader while Tony Yannut, a brother of Fred, is the driver of the gang's second truck. Farnsworth, incidentally, is a former soldier, having served four years in the regular army in his younger days.

This is a nice neighborly outfit since all of them live in Hightstown with the exception of Davis and Farnsworth who live out on the Hightstown-Princeton Road.

Reilly Receives Permanent Rating As Asst. Foreman

Letter Explains Action Of Civil Service Commission

John Reilly of Lebanon, who has been serving as Assistant Foreman in Paul Haney's Clinton Maintenance Gang has received permanent appointment to that title as a result of recent action by the Civil Service Commission. A letter to Mr. Connett, dated November 19th explains the action as follows:

"Revised Statutes 11-27-11.1 provides that a veteran who has been awarded the Congressional Medal of Honor, the Distinguished Service Cross or the Navy Cross while a resident of the State shall be employed or promoted without complying with any of the rules and regulations of the Civil Service Commission."

"Our records indicate that John Reilly, a permanent Laborer since April 22, 1937, was made an Assistant Foreman, Highway Maintenance on June 17th, 1941 and is pending result of promotion examination. It was brought to the attention of the Commission that Mr. Reilly was awarded the Congressional Medal of Honor for heroism in the naval battle at Cadenas, May 11, 1898. The Congressional Award was approved May 3, 1900."

"In view of the provisions of the above named statute, the Commission at its meeting on November 9th, 1942, recorded Mr. Reilly as a permanent Assistant Foreman, Highway Maintenance, without further examination."

Very truly yours,

THE CIVIL SERVICE COMMISSION
Charles P. Messick
Chief Examiner and Secretary.

Joseph A. Raimo Dies

It was with a feeling of deep regret that we learned of the untimely passing of Joseph A. Raimo, Chief Operator of the Passaic River Bridge. The suddenness of his death on December 2nd came as a shock to his many friends.

Joe Raimo was a real veteran and a steam bridge man for many years, having received his appointment in February 1910. When the new bridge was completed he readily adapted himself to the more modern electric operation and was truly proud to be in charge of this prize-winning structure.

Those whose privilege it was to work with Raimo held him in great affection and respect. He was an old river man and his passing will leave avoid most difficult to fill.

THE HIGHWAY joins the many friends he has left in extending every sympathy to Mrs. Raimo and family.

Veteran Employee Dies

The many friends of William Bolton, of Cedar Run, were shocked to hear of his death on December 20th. A veteran employee of the Highway, Bolton was first employed in November 1927 and had worked continuously since that date with the bridge maintenance crew of Foreman John Thomson.

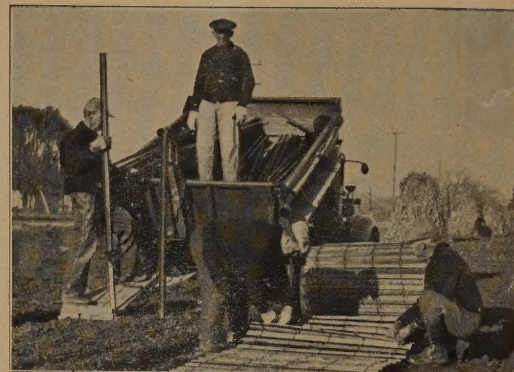
His record with the Department was one of faithful and conscientious service and his death will be a real loss. Mr. Bolton is survived by a wife and son to whom we extend every sympathy.

Death Claims Lipari

We regret to announce the death of Joseph Lipari, of 175 Neptune Avenue, Jersey City. Mr. Lipari, an employee of the Maintenance Division since June 1937, died at his home on Tuesday, December 22nd, following a brief illness. During his employment with the Department, Lipari worked with the maintenance crew of Daniel Fitzhenry. He had recently been on sick leave.

He is survived by a wife and three children to whom our deepest sympathies are extended.

INVENTS NOVEL POST SETTER



Maintenance Patrolman A. R. Griffiths is a man of ingenuity. He firmly believes in putting mechanical power to work whenever possible. It was this desire that led him to invent a gadget for driving posts for snow fence, shown in the above photo. This consists of a bent channel welded to the tailboard of the truck.

One man rides in the truck and passes the posts to a fellow worker riding the drag board. This man places the posts in their proper location and then by raising and lowering the truck body it is possible to drive the post in much the same manner as a pile driver works. Such a method saves valuable time and operates with a minimum of manpower.

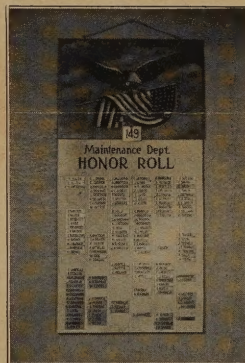
It should be realized, however, that this device is not suitable for use in rocky or frozen ground. In South Jersey though, it is really something.

Al Griffiths is the man modestly endeavoring to hide behind a fence post while watching his invention drive a second post. Others in this picture, reading from left to right, are: Loren Elwell, Ephraim Phillips and Reuben Ayars.

This group is part of Edward Fogg's maintenance crew who work Routes 46 and 49 out of Bridgeton.

Maintenance Notes

GENE BECKER



The Maintenance Division Honor Roll which hangs in the Trenton office is the handwork of Oliver Bearse and Jimmy Walter, the former rendered the painting and Jim lettered the names. As you can see there are now 149 Maintenance men in the service.

Edward "Googs" Clark, who enlisted in the Marines and was assigned to Parris Island for training December 9th, was really anxious to get in. Before he could meet the rigid physical requirements of the Marine Corps, he had to undergo a corrective operation. The success of the operation is evidenced by his acceptance and we all wish him luck.

Herbert Luker, a member of the patrol which operates under Ernest Youmans, sustained a broken leg in an automobile accident recently. He has returned home following hospitalization and expects to be able to return to work sometime this month.

Maintenance forces had their 1942-43 baptism of snow removal work on Sunday, December 13th. Why the season's first snow storm invariably occurs on Sunday is a question, Alex Muir would like answered. Considering the early date of the snow, the organization functioned remarkably well. Some 40 contractors were called out, all in the northern part of the State, supplementing the work of the regular maintenance crews.

Frank Sabino, who was employed by the Department back in 1930 and of recent years a fixture in Foreman Augie Newman's maintenance crew, has been forced to

cease work because of ill health. His resignation becomes effective at the expiration of his accumulated sick leave.

"Fitz" Fitzpatrick, M.M. 2nd Class, U.S.N., has been assigned to Camp Bradford, Virginia, for his initial training. "Fritz" is one of the many veterans of the last war who once again have answered the call to colors.

Edward J. McCardell IV, son of Paymaster Edward J. McCardell, has enlisted in the U. S. Marine Corps and will shortly be assigned to active service. Since Ed's graduation from Drexel Tech., in 1941, he has been assigned as testing engineer by the Army Ordnance at the American Car and Foundry Company, Berwick, Pa., which Company is engaged in the manufacture of tanks.

One broken arm is bad enough, but two a genuine catastrophe. Such, however, was the luck of John B. Lambertson's wife, of Matawan, who suffered fractures of both arms in an accident early in December. Mrs. Lambertson has our sincere sympathy.

Word has been received indirectly that Ed. Curtin, of Lambertville, formerly in charge of the maintenance crew assigned to Flemington and vicinity, is stationed at the 59th General Hospital, Fort Meade, Maryland. Ed. replaced Ernie Ireland as foreman of this crew when the latter, who held a reserve commission in the Army, was called up. A month or so later, Ed. was called and in turn replaced by Lew Whelan. Lew is wondering when his turn will come.

Lt. Arnold Pach sends word that he is now stationed at MacDill Field, Florida, with the 847th Avt. Bn. He is in command of a company of Negro troops and says they are one of the best.

Cliff Disbrow, of Keyport, truck-driver in George Behn's gang, was painfully injured last month while working along Route 35, when he was struck by the open door of a passing car. After being treated at the Riverview Hospital, Red Bank, for lacerations and possible fracture of the right elbow, he returned home and has now been able to resume his duties.

Christmas Luncheon

Commissioner Miller played host to the Division heads at a Christmas luncheon held at the Stacy Trent on Monday, December 21st. Those in attendance included: C. F. Bedwell, E. E. Reed, A. Lee Grover, E. V. Connett, B. C. Vantine, A. W. Muir, F. C. Young, J. W. Aymar, J. L. Hays, F. H. Baumann and F. A. Reddan.

Laboratory Lines

ABRAM WATOV

J. CLINTON REED, now a 1st Lieutenant in the Air Corps, dropped in at the Lab recently looking fit and trim in his uniform. He informed the boys that he was being transferred from Bowman Field, Ky., to Miami Beach, Fla., to be assigned to the teaching staff at the Air Base there. What the boys back home are wondering is, who does Joe know to get such a sweet winter assignment.

JOSEPH McGRATH tells us that his boy, (Wm. J. McGrath) has just finished training as an Aviation Mechanic at Jacksonville, Fla., and has been assigned to the Atlantic Fleet as an Aviation Mechanic Mate 3rd Class.

JACK MARRON'S son, John R. Marron, a big six-footer is a member of the American Legion Post 93 Color Guard. Seems to be taking over the old man's place in the Legion.

GEORGE LEAR, Lab mechanic and Jack of all trades, has just put up a fine storm door at the Lab entrance. This will no doubt result in an appreciable saving of valuable fuel oil.

LEON CARTLIDGE has a son, also Leon, who left for the Parris Island Marine Base on December 9th.

J. J. NEWMARK GIVEN SPECIAL ASSIGNMENT

Julius J. Newmark, Special Engineer, has recently been designated by Commissioner Miller to become the Department's expert on priorities, allocations and Federal Government regulations. In addition to these duties, he will have charge of routing all questionnaires through the Department. To become more familiar with this work, Newmark recently attended the Pennsylvania Construction Industries War Conference in Philadelphia where representatives of the OPA and WPB addressed the gathering. On this trip he was accompanied by Russell Geller and Frank Devereaux, representing the Maintenance and Equipment Divisions.

In his desire to be fully acquainted with the most intimate details of right-of-way acquisition, Commissioner Miller is also calling upon Mr. Newmark's long experience in this field, as a special consultant in real estate matters.

Electrical Flashes

REG K. BOWEN

Warning to all Highwaymen: Dick Hamilton, formerly of the Passaic River Bridge is now a traffic policeman in Newark. Be careful when passing through that city because we expect Dick to do a good job.

William Crawford, Chief Operator of the Hackensack River Bridge was reminiscing with an old time tug boat captain the other day. Their conversation centered largely about the changes along the river in the last thirty years. In those days a hundred openings a month was considered good business and the bridge was never opened after dark. In contrast to this, during October of this year 655 openings were recorded, while in November the total was 694. The majority of openings today are at night.

In the old days there were very few autos. Since most vehicles were horse-drawn the early bridge tenders had additional duties which they referred to as "following the ponies."

When the new Passaic River bridge was opened to traffic at midnight on January 26, 1941, the curtain was rung down on the last of the old steam swing bridges on the State Highway system. The Hackensack and Passaic River bridges are on the old Plank Road which was originally opened as a toll road. Later it was taken over by the Boards of Freeholders of Essex and Hudson Counties and operated until acquired by the State in 1912.

We feel justly proud of the fact that Commissioner Miller presented two of the Certificates of Merit to members of this Division. Without a doubt these awards will offer an incentive to all. Our heartiest congratulations to John Willett and Kennard Coulter.

Bridge Tender JAMES FLEMING of the Seacucus bridge on Route 3, who was to be inducted into the Army on December 9th, was a sorely disappointed man when he was turned down because he was over the 38 year age limit. During the period preceding his examination Jim was so preoccupied that he let the fire go out three times in a period of eight hours. Here's hoping that he will be able to keep the bridge house fire burning now that the crisis has passed.